

December 22, 2011

Members of the City Council:

On December 20, 2011, the Urban Village Development Commission passed a motion recommending approval of the Preliminary Plat for Issaquah Highlands (formerly Grand Ridge), Parcels 1 and A, File No. PP11-00001, subject to conditions. The recommendation was based on the plat drawing dated November 16, 2011 and the facts and conclusions summarized below. The purpose of this letter is to convey those Findings, Conclusions, and Recommended Conditions to the Council.

### **Findings of Fact:**

1. To be approved, the proposed plat must comply with the requirements of IMC Chapter 18.13 (Subdivisions), and make appropriate provisions, as specified in RCW 58.17, that the public interest will be served by the subdivision and dedication; and that provisions have been made for, but not limited to, the public health, safety, and general welfare; for open spaces, drainage ways, streets or roads, alleys, other public ways, transit stops, potable water supplies, sanitary wastes, parks and recreation, playgrounds, schools and school grounds; and shall consider all other relevant facts, including sidewalks and other planning features that assure safe walking conditions for students who only walk to and from school.
2. Burnstead Construction submitted a Preliminary Plat application to subdivide the approximately 14.22 acres of Parcels 1 and A of Issaquah Highlands for a total of 80 lots for single family homes. Parcel A contains 9.13 ac and Parcel A contains 5.1 acres. Nine tracts are provided for utilities, trails, access, recreation, and open space.
3. The property is split between two different Development Agreements: Issaquah Highlands and WSDOT TDR. Parcel 1 is in Issaquah Highlands, located at the southwest edge of the WSDOT Expansion Area. Its adjacent uses are: north, Falls Drive and Falls/Sunset/WSDOT stormwater Pond; south and east, Parcel A, subject to a separate Development Agreement; west, Blocks 24 and 23 (multi-family that is under construction or in for building permit review), and Block 20 (hotel which is fully permitted but whose construction has been delayed). Parcel A is under the WSDOT TDR Development Agreement, and is located on the western edge of this area. Its adjacent uses are: north and west, Parcel 1, subject to a separate Development Agreement; east, PSE/Williams Gas easements and Parcel 2 (residential, no land use permits submitted); south, City-owned Tract F and WSDOT rural property.
4. These two parcels, entitled under separate Development Agreements, are being developed by a single builder as a seamless property. Furthermore, WSDOT TDR Development Agreement's

goal was to create a project that was an extension of Issaquah Highlands. Generally, the plat was reviewed against the Issaquah Highlands Development except for certain sections of the WSDOT TDR Development Agreement, per Action Memo #111811.

5. The property is located on the edge of both development areas. There is steep topography on all edges, resulting in a mesa that only accommodates vehicular connections in the northeast corner.
6. The property is zoned UV (Urban Village) and is designated as Urban Village in the City of Issaquah's Comprehensive Plan.
7. Parcel A is logged and undeveloped. Parcel 1 is forested and may not be cleared until it has received land use approval.
8. The present configuration of Parcel A resulted from the WSDOT Expansion Area Plat (PP07-001IH). Parcel A's boundaries were further modified by a boundary line adjustment (LLA09-001IH). Though the WSDOT Expansion Area was not part of the original Issaquah Highlands property, MIS07-001IH brought it into the project. Many of the approval conditions from the WSDOT Plat are applicable to this plat, and are or will be implemented by this plat. Parcel 1 was established by a short plat (SP11-00001) that created the individual parcels to be developed under the WSDOT TDR Development Agreement.
9. After an initial briefing on December 6, 2011, the Urban Village Development Commission held a public hearing on the proposed preliminary plat on December 20, 2011. Notice of the hearing was forwarded to the Issaquah Press; notice was posted at City Hall Northwest; notices were mailed to all property owners within 300 feet; and the site was posted.
10. The Public Record was closed on December 20, 2011.
11. Parcel A was determined by the MDRT as falling within the Issaquah Highlands Project Envelope, evaluated in the 1995 EIS for Grand Ridge. Parcel 1, which was evaluated in the MDNS in 2010, was determined to be within the WSDOT TDR Project Envelope.
12. Parcel A is within the Allowable Development for residential, by converting commercial Allowable Development as allowed by Section 3.3 of the Development Agreement. Parcel A contributed 40 dwelling units. Parcel 1 was allowed a maximum of 40 dwelling units by the WSDOT Development Agreement and 40 dwelling units were provided.
13. For land use the Issaquah Highlands development standards (Appendix B) and the WSDOT TDR development standards (Appendix E) as set forth in the respective Development Agreements were used to evaluate the development proposal. As the proposal fell below the minimum density range for Issaquah Highlands, an Administrative Minor Modification was approved exchanging Parcel A's higher density for a lower density range from the Town Center (AM11-00002, REVISED). The dimensional requirements were also examined, at a plat level of review. The Issaquah Highlands development standards (Appendix N) and the WSDOT TDR development standards (Appendix E) as set forth in the Development Agreements were used to evaluate the development proposal. With the modification, the proposal complies with the above mentioned appendices.

14. The critical area standards of Issaquah Highlands Development Agreement (Appendix E) and WSDOT TDR Development Agreement (Appendix H) were used to evaluate the proposal. Steep slopes are adjacent to both parcels. Steep slopes adjacent to Parcel A were previously evaluated by SEP07-002IH, which allows modification of slopes and reduction of buffers. Steep slopes adjacent to Parcel 1 were evaluated in association with this plat (SEP11-00003) which also allowed modification of slopes and reduction of buffers. A small portion of buffer extends onto Lots 35 and 36, and will either be segregated at Final Plat or protected with an easement. The Building Setback Lines for the buffers are shown on the adjacent lots as required and allowed.
15. No school facilities are proposed or required. Mitigation fees are different between the two Development Agreements. At Issaquah Highlands mitigation fees are required per its School Mitigation Agreement, while WSDOT TDR mitigation fees are those in place at the time of permitting. Final plat will designate which 40 lots are associated with which agreement to facilitate assigning the appropriate fees.
16. No Affordable Housing is proposed in either parcel.
17. The development standards for urban roads as set forth in Appendix H of the Issaquah Highlands Development Agreement were used to evaluate the proposal. As conditioned, the proposal is consistent with those standards. Final design details of road improvements will be reviewed through Utility Permits.
18. The development standards for storm water management and groundwater protection as set forth in Appendix D of the Issaquah Highlands Development Agreement and Appendix F of the WSDOT TDR Development Agreement were used to evaluate development in each parcel. Appropriate measures for storm water management and groundwater will be provided.
19. The development standards for utilities as set forth in City standards were used to evaluate the proposal. The proposal, with the recommended conditions of approval, complies with the applicable standards. Telephone, cable, electrical and natural gas utilities are adequate and will be underground.
20. Pedestrian facilities consist of sidewalks along both sides of the street, several types of trails connecting from the street to adjacent or future trails outside of the plat, woonerfs, and alleys. The plat also provides internal trails. Trails cannot accommodate bicycles due to the steep grades, but the internal street loop will be a low enough volume and speed that bikes are incorporated into the travel lanes. Bike lanes are provided on the adjacent roadway, Falls Drive. Pedestrian and bicycle facilities are adequately provided.
21. Two open space tracts are provided in central locations. The design of these tracts, as proposed and conditioned, will meet the expectations in the Urban Design Guidelines.
22. The proposal was referred to other City Departments for review and comment. The Police, and Planning Departments had no comments. Comments by the Fire Department and Public Works Operations have been incorporated as conditions or will be addressed with future permits for construction.
23. During the briefing and hearing, the UVDC discussed a number of issues related to plat issues, including: parking quantity, off-site views to Parcel A and views from Parcel A down to

rooftops, location of mailboxes, revegetation, trail connectivity and future trail construction, tract ownership, adjacent steep slopes, timing of construction. Staff and the applicant responded to these issues in a Briefing Response memo dated February 22, 2011, and during the public hearing presentation. The UVDC found that these issues were adequately addressed during the hearing, and that no further design modifications or conditions are needed for this project to comply with the Issaquah Highlands and WSDOT TDR Development Agreements.

24. No public comment was received prior to the Public Meeting; one letter was received between the Public Meeting and the Public Hearing. Two members of the public testified, one of which also submitted a letter. Testimony addressed invasive plants, plant salvage, trail connections between the plat and destinations in the greater Issaquah Highlands area, stormwater, western edge public spaces, revegetation, hazard trees, grading, relations with King County sheriff. These issues were considered by the UVDC and were determined to be adequately and appropriately addressed by the application or the proposed revisions.

## **Conclusions:**

1. The conditioned proposal will serve the public interest and will protect the public health, safety, and general welfare. Appropriate provisions have been made for open spaces, stormwater drainage, vehicular and pedestrian circulation, utilities including water and sewer, parks and recreation, potential future connections to adjacent neighborhoods and the elementary school, and safe walking conditions.
2. The proposal is consistent with Title 18.13 (Subdivisions) of the Issaquah Municipal Code and RCW 58.17.
3. The proposal is consistent with the City of Issaquah Comprehensive Plan.
4. Proper notice was given to the public regarding the time, location, and purpose of the public hearing held by the Urban Village Development Commission.
5. The requirements of SEPA have been fulfilled.
6. The conditioned proposal complies with the development standards contained in the Two-Party Development Agreement.
7. This proposal adequately achieves Appendices A and S goals and guidelines related to urban village character, sociable public realm, and community oriented open space and gathering areas.
8. The application, as conditioned, provides for pedestrian circulation and connects with the bike facilities. Pedestrian and bicycle facilities contribute to an interconnected community
9. The conditioned proposal complies with the minimum utility standards.
10. External illumination will be controlled to limit light spill and night glow.

11. The Public had an opportunity to comment on December 6 and 20, 2011. Between the meeting and hearing, two people spoke and one written comment was received. These were considered by the UVDC.
12. The Hearing record, prepared by the Administration, is adequate to render a valid recommendation on this application.
13. In order for the above Conclusions to be supportable, the proposal must be conditioned, as recommended below.

### **Motion:**

I move that the Urban Village Development Commission recommends approval to the City Council of the Parcels 1 and A preliminary plat, File# PP11-00001, as described and evaluated in the Staff Report dated November 29, 2011; plat drawings dated November 16, 2011; Staff Memo dated December 13, 2011; and subject to the conditions as identified in the Staff Report; revised Conditions #13, #46, #48 and new Condition #60 in the Staff Memo. And, I move that the Urban Village Development Commission direct the Major Development Review Team to prepare Findings of Fact and Conclusions for review and approval by the UVDC Chairman, affirming the UVDC's decision to approve the Issaquah Highlands Parcels 1 and A preliminary plat, File No. PP11-00001, subject to the conditions listed in the Staff Report, modified in the Staff Memo of December 13, 2011.

### **Conditions:**

1. With the submittal of the Final Plat, provide confirmation that the IHCA will accept the dedication of the tracts identified in the preliminary plat. If the IHCA will not accept the dedication and maintenance obligations, the applicant must either have the property owners retain responsibility or determine if the City will accept dedication.
2. In the event the project is phased, the Responsible Official has the right to apply additional conditions with Building or Utility Permits to ensure each phase complies with the Development Agreements and City Code, such as but not limited to access, fire, circulation, parking, and landscaping requirements. Utility and/or building permits for any phase must include a proposal for stabilizing the balance of the site. Interim landscape placed on site shall discourage invasive plants from sprouting and establishing. Routine maintenance by the applicant of these areas will look for and remove invasive plants and debris.
3. Comply with the approval conditions of SEP07-002IH:
  - At Final Plat, the applicant shall identify those lots to which Condition #3 applies.
  - Prior to approval of Building Permit, the applicant shall, consistent with Condition #3, provide Notice on Title, indemnification, and hold the City harmless.
  - Per Condition #4, a landscape enhancement plan for the critical area tracts and disturbed open space shall be prepared consistent with Appendix E, Section 24E of the Issaquah Highlands Development Agreement and submitted to the Responsible Official for review and approval prior to issuance of Building Permits for any adjacent lots. The replanting shall include conifer trees and shall be monitored and maintained

for a 2-year establishment period following planting. This will be reviewed with the Utility Permit.

4. Comply with the approval conditions of SEP11-00003:
  - Per Condition #2, a landscape revegetation plan, including trees, shall be submitted for the buffer disturbed during construction or previously cleared. The area shall be replanted with native vegetation, accepted, and bonded for maintenance prior to issuing a Certificate of Occupancy for home adjacent to the top of the slopes. This will be reviewed with the Utility Permit. In addition, per the Development Agreement, the revegetation shall be guaranteed through a 3-year establishment period.
  - At Final Plat, per Condition #3, steep slope critical area and buffer within Tract D and Lots 35 and 36 shall be protected and placed in a critical area tract or conservation easement.
  - At Final Plat, the applicant shall identify those lots to which Condition #4 applies.
  - Prior to approval of Building Permit, the applicant shall, consistent with Condition #4, provide Notice on Title, indemnification, and hold the City harmless.
5. With Final Plat, provide access to the City's Tract F, south of this plat. Access is for maintenance, repair, restoration, etc... and so must be available from both the east and west ends of Tract F.
6. Unless expressly identified, approval of this preliminary plat application does not modify any City regulations, Issaquah Highlands or WSDOT TDR Development Agreements' standards which are in conflict with elements of the plat or application. Modification of the standards or guidelines requires an explicit approval in the Notice of Decision for this application or a separate Modification as allowed under Appendix M (Issaquah Highlands) or Appendix G (WSDOT TDR) of the Development Agreements.
7. A condition shall be placed on the face of the final plat, which specifies which lots follow which Development Agreement for the purposes of School Impact fees. For school mitigation fees only, the lots shall be split evenly between the two Development Agreements. Also the Final Plat condition shall include language which requires the payment of mitigation fees per the School Mitigation Agreement (A.F.N. 9508160202) for the 40 lots entitled with Parcel A, and for lots entitled with Parcel 1, shall pay School Impact fees in place at the time of permitting.
8. The Master Developer (Port Blakely Communities) shall require builders to build to Built Green 4 Star/Energy Star standard. This will be reviewed with Building Permit.
9. Site lighting shall reinforce Issaquah Highlands' urban design goals and provide for the needs of the public to have safe, attractive, and functional spaces. Through engineering plan review, a lighting plan shall be proposed for new streets, woonerfs, alleys, or on-site exterior lighting which maintains lighting at the minimum necessary for safety, and balances the goal of minimizing night glow and off-site lamp visibility with pedestrian scale lighting. The lighting plan shall comprehensively address building, street, alley, woonerf, plaza, parking lot, and landscape lighting so that lighting impacts are not

compounded in portions of the site by overlapping illumination patterns. Light fixtures shall be pedestrian scale. This will be reviewed with Utility Permits.

10. Generally, homes shall have direct pedestrian connections to the sidewalk (or woonerf) system without using the driveway. However, factors such as grade, lot width, etc... could result in walks connecting to the driveway, but priority is given to pedestrians over vehicles. In any case, the front door and the route to it shall be evident from the street. This will be reviewed with the Building Permit.
11. Appropriate signage and way finding will be included with all trails provided through this property. This will be reviewed with Utility Permits.
12. With Utility and/or Building Permit(s), the applicant shall establish, consistent with Issaquah Highlands Appendices A and S, gateways that define the boundaries between off-site open spaces and on-site facilities especially pedestrian walkways that connect between the two, such as, the south end of Woonerf B and the Combined Use Trail.
13. Activities on Parcel 1 must comply with Section 6 of WSDOT TDR Appendix E:
  - Prior to grading activities, the applicant must provide geotechnical analyses demonstrating soils are compatible with proposed development.
  - No logging or clearing of Parcel 1 is allowed prior to the issuance of a Notice of Action on this preliminary plat.
  - Once cleared, land which sits idle for 6 months, must be revegetated with native plants and trees, unless construction activities commence. The revegetation must be maintained for 3 years.
  - Following clearing, the applicant shall monitor common edges of forested areas for 3 years to identify blow down. If blow down occurs, replacement trees shall be planted per the Development Agreement.
  - Fills may not exceed 12 ft in height.
  - Hauling to import or export soil must demonstrate that it has been minimized through the on-site reuse.
  - Provide certification of project boundaries following clearing and grading to ensure no activities have extend beyond the parcel's edges.
  - Provide a photographic log of the forested area prior to logging, especially where the new forested edge will be located.
  - A public salvage of plant materials will occur prior to logging activities.These will be reviewed with Utility Permits.
14. Prior to the approval of the first Utility Permit, a Critical Area Study must be submitted and approved that shows any stormwater pipes within Tract A are consistent with the requirements of Appendix E.
15. Prior to the issuance of the first Utility Permit in Parcel 1, the outfall pipe to the south of Parcel 1 shall be in-service and operational.
16. Prior to the issuance of the first Utility Permit for Parcel 1, a critical area study must be submitted and approved that demonstrates that infiltration is consistent with the findings regarding the steep slope Critical Area Study prepared by Golder Associates for this project.

17. No more than 3.2 acres of impervious area may be constructed in Parcel 1 (less any impervious surface areas in Lots 23 through 38 and Woonerf B). This will be reviewed with Utility Permit.
18. All pipelines must be installed within rights-of-way or within utility easements. Any easements must be recorded prior to City acceptance of the utility for service. This condition will be enforced with the Utility Permit.
19. All construction must comply with the City's currently adopted TESC requirements.
20. At Final Plat, show the 10 ft steep slope buffer along the appropriate northern and western edges of the plat and provide appropriate protections for it.
21. Structural fills that have a resultant slope of greater than 40% do not need setbacks or buffers under the following circumstances: 1) they have been designed by a licensed geo-technical or structural engineer and 2) construction was performed under the guidance of a licensed structural or geo-technical engineer, and 3) the as-built plans are certified by a licensed structural or geo-technical engineer. Otherwise, these areas will be treated as steep slopes under Appendix E. At the time of review and approval of these constructed steep slopes, special planting techniques on slopes 3:1:1 or steeper may be required to assure the establishment and viability of plant and tree materials. This will be reviewed with Utility Permits.
22. At Final Plat, critical area, including buffers, shown on developable area, such as Lots 35 and 36, shall be protected, preferably by placing the critical area within separate tracts.
23. Prior to issuance of Utility Permits for areas including or adjacent to critical areas, permanent survey stakes shall be installed in the field that delineate the boundaries of all critical areas.
24. During any activities allowed by Utility Permits within 100 feet of a critical area or a project boundary, the applicant shall hire an independent qualified professional acceptable to the Responsible Official, to be on-site to ensure permitted activities do not exceed the limits indicated on these approved plans. Following completion of the approved activities in these areas, a licensed surveyor shall submit an affidavit to the Responsible Official attesting that the activity was maintained within approved limits. This affidavit shall be submitted to the MDRT prior to the approval of any Building Permits for the area in question.
25. At Final Plat, the BSBL for any adjacent critical areas shall be shown on all lots on which the BSBL is present.
26. Permanent signs identifying the type and value of the critical area shall be installed prior to occupancy of any adjacent blocks or lots. Signs shall be placed one per 50 feet or as directed by the Responsible Official. This will be reviewed with Utility Permits.
27. All water mains must be looped, which will be reviewed with Utility Permit.
28. All water pipelines must be installed within rights-of-way or within utility easements. Any easements must be recorded prior to City acceptance of the utility for service. This condition will be enforced with the Utility Permit.



29. All public sewer pipelines must be installed within rights-of-way or within utility easements. Any easements must be recorded prior to City acceptance of the utility for service. This condition will be enforced with the Utility Permit.
30. Road A shall be designed and constructed as Subcollector 2 street per the modified standard in AM11-00003. This will be reviewed with the Utility Permits.
31. The Alley (B and C) and Woonerf A shall be posted as "No Parking." Woonerf B and Road A shall be posted "No Parking – Fire Lane" on the side of the street without parking. Prior to issuance of Building Permits, the applicant shall receive approval of a striping and/or signing plan for alleys and streets approved with parking limitations, and the signs installed. This will be reviewed with the Utility Permit.
32. Alley B and C shall be designed and constructed to accommodate the appropriate turning radius for garbage trucks. This will be reviewed with the Utility Permit.
33. Woonerf B will be constructed in concrete, 15 ft wide, with no curbs, and serve no more than three homes. It will have a driveway cut from Road A, and all grade change must occur between Road A and the sidewalk, and no perceived grade change shall occur in the sidewalk or between the sidewalk and the woonerf. The woonerf will use an inverted crown; it may not sheetflow into adjacent lots. No parking is allowed within this woonerf. This will be reviewed with Utility Permits.
34. Prior to issuance of Building Permits, site design of the houses fronting on any woonerf, shall limit height or presence of elements (e.g. walls, landscaping) directly abutting the woonerf that would inhibit drivers and pedestrians (especially small children) exiting lots from seeing each other.
35. Sidewalks serving Lots 55-80 shall be placed close to the fronts of the lots from which the homes receive their pedestrian access, so access is direct and convenient, and tracts have consolidated space for passive and active uses that are consistent with the Neighborhood Type. This will be reviewed with the Utility Permit.
36. Prior to submitting permits for construction except clearing and/or grading, or with the ASDPs for the common area tracts, the applicant shall identify the location(s) of mail kiosks, as approved by USPS. This will be reviewed with Utility or ASDP Permits.
37. When the ROW is located at the back of a sidewalk, and it is determined to be necessary by the Responsible Official, a two-foot maintenance and repair easement shall be granted to the City. For instance if a building or wall is located at the back of sidewalk, the easement is not necessary. This condition will be enforced during Utility Permit review.
38. Driveways from alleys which provide primary emergency service access routes shall provide at least 18 feet of length on the lot if the driveway will be used for parking. Driveways from alleys which do not provide emergency access shall provide at least 16 feet of length on the lot if they will be used for parking. Driveways which are not intended for parking must be less than 8 feet in length to clearly indicate they do not accommodate parking. This will be reviewed with Building Permits.

39. Address monument signs shall be provided at the nearest road to clearly identify the location of the following lots: Lots 26-28 on Woonerf B. The address signs shall have numbers/letters approximately 6 inches in height. The final location and design shall be approved by the Responsible Official. This will be reviewed with Building Permits.
40. All curbs shall be vertical except in special circumstances such as for EF&R or garbage collection. No extruded curbs may be used. This will be reviewed with Utility Permits.
41. No occupancy of residences in this plat may occur until College Drive and the multi-use trail between the Williams Gas/PSE easements and the BPA easement have been provided. This will be implemented with Building Permits.
42. With the approval of permits for landscaping, all trees, either new or retained on site, will be counted and tabulated. This will be reviewed with Utility Permits.
43. Designated pedestrian paths and trails which cross vehicular routes, drives, access routes, etc... shall be designed to draw the driver's attention to the possible presence of pedestrians. This condition would be met, for example, through the use of pedestrian tables, changes in material (e.g. concrete, pavers; not solely paint or striping), etc... Emergency vehicle routes shall not use raised crosswalks. This will be reviewed with Utility Permits.
44. Replace the road bulb-out serving Lots 35-38 with a pedestrian-oriented solution, such as a shared surface. The appropriate solution will provide pedestrians with a direct route from Lot 35 to 38, give pedestrians priority over cars, while maintaining access to residents and EF&R. EF&R must be able to get within 150 ft of the furthest point of each home (as the hose lays). This will be reviewed with Utility Permits.
45. For lots 40 feet in width or narrower, at Building Permit, review placement of the house, both relative to the street and adjacent homes, to create a street presence for all houses. In addition, for street-loaded lots, 40 feet in width or narrower, driveways shall be limited to 12 feet within the right-of-way. Driveways on street-loaded lots 45 feet or narrower shall be limited to 16 feet in width, within the right-of-way. In addition to the driveway widths specified above, there may also be 2-foot wings on either side of the driveway. In no case, shall any on-site driveway be wider than 20 ft. This will be reviewed with the Building Permit.
46. Incorporate children as an integral user of all tracts without steep slope, including varied opportunities for children's play. Where children's play areas are adjacent to roadways incorporate measures to protect children's safety such as grade changes, hedges, and fences. This will be reviewed with Utility Permits as well as the Administrative Site Development Permit for the open space Tracts.
47. Open space tracts should provide a diversity of passive and active recreation for all ages. Tract C shall maximize level space, defined as 2-3% maximum cross slope. Grading in Tract G shall complement the tract's activities and to make them more interesting for users and adjacent uses. Tract F should provide unique and complimentary uses for the two corners sites created by the plat. This will be reviewed with the ASDPs for these tracts as well as Utility Permits.
48. Lots 55-57, and possibly Lot 58 must have their "fronts" to Tracts G, by providing: a) a front door facing the park, b) a front walkway to and from the park, and c) a façade which through

design and detailing conveys it is the front of the house. If a builder or homeowner desires low fencing or landscape along the park property line or adjacent to the main park walkway, it must be less than 42 inches in height. The backside of Lot 54 must balance privacy for the lot against the design of Tract C. Again fencing of moderate height, no higher than 48 inches, may be placed between Lot 54 and Tract C. This will be reviewed and/or conditioned with the Building Permit.

49. In parks and landscape tracts, design of the above ground facilities, such as walkways, significant plant materials, etc... shall take priority over the convenient location of utilities, unless this would significantly compromise the function of the utilities. Place above ground utilities in inconspicuous locations and screen them. On construction permits, utilities and their necessary easements shall be shown. This will be reviewed with the Administrative Site Development Permit(s) for these tracts as well as Utility Permits.
50. In order to minimize the aesthetic impacts of the development, the following shall be incorporated into the Building Permit applications for homes visible from off site:
  - a. Average building heights shall not exceed 40 ft
  - b. Blank walls shall be avoided, especially where visible from off-site; if necessary, articulation or other features will be provided. Articulation would incorporate tiering, building offsets, and/or other means to soften the building's form. Appropriate features would include doors, windows, building articulation, and/or other architectural features to create a visually interesting environment.
  - c. In addition to landscape in the adjacent steep slope tracts, the visible side of the homes may have open-style fences or varied hedges up to 4 ft in height. A covenant or other mechanism, acceptable to the Designated Official, shall be recorded to ensure that if a hedge is used it is maintained at 4 ft. If a fence is used, the appropriate amount of fence openness will be evaluated in combination with the landscaping and building architecture as viewed from outside Parcels 1 and A. Solid fences or unvaried shrubbery plantings (such as a wall of only arborvitae) will not be permitted.
  - d. The prominent finish of building facades visible from off-site shall be muted, non-reflective material incorporating neutral to dark earth tones.
51. The Feature Pedestrian Way must conform to the adopted standard or an AMM processed prior to any further actions occurring, except logging on Parcel 1. Receive the permission of the adjacent property owner or place the trail on Parcel A connecting to Tract I. This will be reviewed with the Utility Permit.
52. The access to the PSE/Williams Gas easement will be designed as a Combined Use Trail. Bollards or similar elements shall be used to ensure only authorized vehicles can access the easement area. Signs should be provided that indicate that the pedestrian route is a deadend and unimproved. This will be reviewed with the Utility Permit.
53. The neighborhood trail must conform to the adopted standard or an AMM processed prior to any further actions occurring, except logging or grading. This will be reviewed with the Utility Permit.
54. All exterior staircases and paths shall be at least 5 feet wide, clear of intruding handrails, mature landscape, car overhangs, light poles, tables and chairs, etc.... There

- shall be no single steps in each stair and they shall be generally level. Planter beds adjacent to walkways, shall select plants whose mature size will not impact the walkway width. Sidewalks, trails, and paths 15% or greater shall use stairs to negotiate the grade. This will be reviewed with Utility and/or Building Permits.
55. At the time of Final Plat, tracts that contain trails or sidewalks shall provide access easements in perpetuity to the City, if the tracts containing the trails or sidewalks are retained on privately owned property.
56. Trails must be complete prior to the first Certificate of Occupancy for dwelling units served by the trail. This will be reviewed with the Building Permit. A phasing diagram will be submitted, reviewed, and approved with Utility or Building Permit.
57. Any parcel or tract containing a trail shall be signed immediately upon Final Plat of. Signs shall identify that trails will be placed in these locations. Signs shall remain in place until construction of the trail is complete. This will be reviewed with Utility Permits.
58. Open space tracts must be complete (landscape, recreational facilities, and elements whose timing is not specified in other conditions) prior to the Certificate of Occupancy of 50% of the dwelling units adjacent to the park or open space. This will be reviewed with the Building Permit. A phasing diagram will be submitted, reviewed, and approved with Utility or Building Permit.
59. Any tract in this plat whose primary purpose is open space and which has been cleared, shall be landscaped to prevent erosion and to enhance the overall appearance of the community. Landscaping shall include groundcovers, shrubs, and possibly trees. Trees selected shall either not be tall at maturity or shall be located to frame rather than block views. This will be reviewed with the Utility Permit.
60. The applicant shall provide a Forest Path trail connection from the PSE/Williams Gas Easement to Woonerf B. It will connect to Block 24 via a future trail.

Sincerely,



Geoff, Walker Chair  
Urban Village Development Commission

cc. UVDC Members and Alternates  
Lucy Sloman  
Dan Ervin  
Irma Doré  
Vicki Stier  
Leo Suver, Burnstead Construction